Palmetto AVIATION

VOLUME 35, NUMBER 3 Published by the South Carolina Aeronautics Commission MARCH, 1983

April 23, 24 at Airport

Third Balloon Classic set next month in Camden

Nearly 100 multi-colored, hot-air balloons are expected to fill the skies over Camden in mid-April during the Third Annual Palmetto Balloon Classic, South Carolina's Premier Hot-Air Balloon Rally.

The two-day event will be held at the Camden Airport Saturday and Sunday, April 23 and 24, 1983, and is expected to draw more than 20,000 people from throughout the Carolinas.

The Palmetto Balloon Classic will feature a "Hare and Hound" accuracy race for all balloonists, and a special "Key Grab" event where balloonists attempt to catch a large metal ring from the top of a 20-foot pole. The balloonists will begin from 3 miles out and try to maneuver their balloons into position so they can grab the keys as they fly over.

The winner wins a new, custom-designed hot-air balloon worth $25,000. The "Hare and Hound" race, with a "front" balloon leading the rest of the pack, will feature a $2,000 purse and will be held on Saturday. The "Key Grab" is scheduled for Sunday afternoon.

Balloonists from as far away as Texas and Colorado participated in last year's Palmetto Balloon Classic, and entries this year include participants from eleven states and Great Britain. In addition to all ballooning activity, there will be an experimental aircraft exhibit, arts and crafts, food, music, contests, and much more.

Camden is located just east of South Carolina's capital, Columbia, on Interstate 20. Rich in history, Camden is the state's oldest inland city, and is currently celebrating it's 250th birthday.

Additional information about the Palmetto Balloon Classic can be obtained from the Classic's sponsor, the Greater Kershaw County Chamber of Commerce in Camden. ✈

S.C. Wing CAP achieves first place in region

The South Carolina Wing, Civil Air Patrol, has achieved the 1st place standing in the middle East Region, CAP, for its accomplishments in the Civil Air Patrol Management Analysis Program (CAP-MAP) for the period ending 31 December 1982. The CAP-MAP is a management tool, established by National Headquarters, Civil Air Patrol, to numerically evaluate the ability of the Wing to perform the required functions of the overall Civil Air Patrol programs. the Middle East Region, CAP, is composed of 7 Wings, Delaware, Maryland, National Capitol (Washington, D.C.), North Carolina, South Carolina, Virginia, and West Virginia. ✈

Wing graded "excellent"

The South Carolina Wing, Civil Air Patrol, was inspected by an IG team from National Headquarters USAF-CAP, Maxwell AFB AL, on 16 January 1983, and received an overall grading of "Excellent". The Wing was last inspected in 1979 and received a "SATISFACTORY" grading. ✈

Guidelines for operating Ultralights at conventional airports — included in this issue. page 4.

PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

Offices at Columbia Metropolitan Airport
Mailing Address
P.O. Drawer 1987
Columbia, S.C. 29202
Phone: 803 758-8037

Dexter Martin papers donated to South Caroliniana Library

Correspondence, photos and papers of the late Dexter C. Martin, first director of South Carolina Aeronautics Commission, have been given to the South Caroliniana Library in Columbia.

Martin, a pioneer aviation leader in the state and nation, died Dec. 12, 1982. He was 85 years old.

This collection of approximately 1,400 items traces the career of Dexter C. Martin (b. 1897) in state and national aviation affairs, most particularly his involvement as Director of the South Carolina Aeronautics Commission (S.C.A.C.) and as a member and administrative officer of the National Association of State Aviation Officials (N.A.S.A.O.)

Extensive correspondence and papers dating from the period of Mr. Martin's tenure as Director of the S.C.A.C., from its establishment through 1950, detail its involvement in promoting aviation in S.C. through surveys, flight instruction, the selection, construction, and maintenance of airport sites as well as in promoting the importance of Civil Air Patrol (C.A.P.) and Civilian Pilot Training (C.P.T.) programs in national defense during World War II. Mr. Martin's participation in aviation affairs on the national level is equally well documented through extensive correspondence, 1938 - 1972, relating to his membership in the N.A.S.A.O. and his tenure as president of that organization from 1940 until 1945. These N.A.S.A.O. files include documents relating to annual meetings, national clinics for Domestic Aviation Planning, state and federal activities sponsored by the National Defense Program, efforts to finance a full-time executive secretary, and state and federal legislation, particularly that concerning state versus federal control and use of gasoline taxes.

Of particular interest on the regional level are special files relating to the development and construction of the Lexington County Airport, now the Columbia Metropolitan Airport. These files include plans, specifications, and invoices for construction materials dated 1941 - 1947. Also of interest on the state and regional level are items relating to the Air Transport Potential survey conducted by the S.C.A.C. in 1944, appeals issued to the Civil Aeronautics Board for airline service, and aerial round-ups conducted from 1928 through 1948 on behalf of the American Legion in S.C. Additionally, information on the C.P.T. program in S.C., 1938 - 1944, and the 1947 investigation of the S.C.A.C. by a committee of the S.C. House of Representatives is included in the collection.

Among items pertaining to the personal achievements of Dexter C. Martin in the field of aviation are his "Aviator's Certificate" No. 6140, dated 28 Aug. 1924, and his 1924 pilot's license issued by the Federal Aeronautique Internationale and National Aeronautic Association (N.A.A.), both of which are signed by Orville Wright. His 1927 N.A.A. "Annual Sporting License" is included along with membership certificates in the N.A.A, 1928 - 1951, and information on his induction into the OX5 Aviation Hall of Fame in 1976.

The collection also includes correspondence of J.P. Williamson and other members of the S.C.A.C.; WIlliam L. Anderson, Edwin F. Knapp, A.B. McMullen, L.L. Schroeder, and other officials of the N.A.S.A.O.; Solomon Blatt; Edgar A. Brown; South Carolina governors R.M.Jefferies, Olin D. Johnston, Burnet R. Maybank, and Ransome J. Williams; Robert S. Kerry, governor of Oklahoma; Robert H. Hinckley, chairman of the C.A.A.; Beverly ("Bevo") Howard; Martin Jensen; C.P. Summerall; and various officials and personnel associated with Delta Air Lines and federal and state aeronautical agencies.

Photographs in the collection relate primarily to the S.C.A.C. staff, commissioners, headquarters, and airplanes; Lexington County Airport; various officials of the N.A.S.A.O. and other state aviation agencies; planes and personnel involved in the American Legion round-up flights; Delta Air Lines planes

Continued next page

Registration and recordation of aircraft titles and liens

By Henry M. Burwell
Attorney-at-law

South Carolina law requires a purchaser of an aircraft registered in South Carolina to apply to the South Carolina Aeronautics Commission to register the aircraft in the purchaser's name (S.C. Code S55-7-70). However, not all aircraft operated or based in South Carolina are required to be registered with the State (S.C. Code S55-7-10).

Civil and public aircraft which are excluded from the State registration requirement include those operated exclusively in government service, by a scheduled air carrier, a large irregular air carrier, or those registered under the laws of a foreign country or located within the State for repair or overhaul. Gliders, sailplanes and hot air balloons are also exempted (S.C. Code SS55-7-10, 55-7-100).

The Federal Aviation Act of 1958 ("Act") provides a national registration requirement for eligible aircraft as a condition prerequisite for operation in the United States. Aircraft eligible for registration include those owned by a U.S. citizen or permanent resident alien in the U.S., those owned by a corporation organized under U.S. law which operates or bases such aircraft in the U.S., those not registered under the laws of a foreign country and operated under U.S. jurisdiction, and those of a federal, state or local government (Act S501). This requirement preempts state law (Act S105).

The Federal Aviation Administration (FAA) recordation system was originally established under the Civil Aeronautics Act of 1938. It is continued today through Act Section 503 and Parts 47 and 49 of the Federal Aviation Regulations (FARs). The system was established to require recordation for any conveyance which affects title to or any interest in any civil aircraft in the U.S. Conveyances include documents such as leases, mortgages, equipment trusts, conditional sales contracts, security agreements, and bills of sale. With certain restrictions, the requirement extends to airframes, propellers, engines and spare parts (Act S503).

South Carolina statutes expressly provide for the registration and recordation of certain security interests and liens on the federal registry (S.C. Code S36-9-302). Federal law recognizes that the validity of certain interests will be governed by state law (Act S506, FAR S49.13). However, failure to comply with the federal recordation law may result in a valid interest being unenforceable against third persons (Act S503, FAR S47.3).

Because of the overlapping provisions of state and federal law and regulations regarding recordation of security interests in spare parts, ground equipment and accounts receivable arising out of air carrier operation, it is advisable to record such interests on both state and federal registries where such recordation is reasonably calculated to give effective notice to interested persons. Similarly, filing aircraft registrations, liens, encumbrances, bills of sale, and like documents should be done on appropriate state and federal registries. An administrative oversight in this area can be very costly. ✈

Dexter Martin papers donated

continued from p. 2

and personnel; and Air Mail Week in S.C., 15 - 21 May 1938. Printed and published material in the collection consists primarily of N.A.S.A.O. and C.A.A. publications together with government publications of federal legislation and regulations, technical data concerning the operation and repair of flight instruments, flight training manuals, publications relating to the development of aviation in S.C. and other states, and scattered issues of various aviation-related periodicals. ✈

Flight team trails set March 19 in Spartanburg

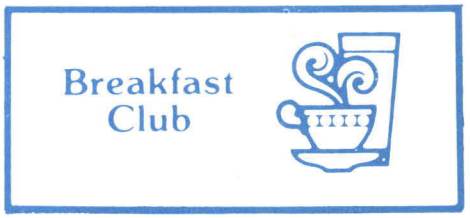
A local meet for pilots who wish to compete for the United States Proficiency Flight Team (USPFT) will be held March 19 at the Spartanburg Downtown Memorial Airport.

The USPFT is a solo competition of basic pilot skills consisting of spot landings, cross country navigation and flight planning. All certified pilots, both men and women, who are U.S. citizens and have logged at least 100 hours of flight time prior to the competition date are eligible to compete.

The two top scoring contestants of each local event will compete in the regional competition at Jekyll Island, Ga. April 29, May 1 and 2.

Winners of the Regional event will go on to the national competition in Carbondale, Ill June 3, 4 and 5. The top four finishers at Carbondale will constitute the U.S. team and will represent the United States in the international competition at Skien, Norway.

Both the local and regional meets are sponsored by the Blue Ridge Chapter of the Ninety Nines, Inc. Persons interested in competing contact A. Lee Orr at Orr Aviation Inc., Spartanburg, 576-9442, 9642 or 1133. ✈



The South Carolina Breakfast Club will meet at the following locations in February, March and April.

Mar. 13	Woodward Field, Camden
Mar. 27	Dillon County Airport, Dillon
April 10	Greenwood County Airport, Greenwood
April 24	Marlboro County Airport, Bennettsville

Guidelines for operating ultralights

When a new activity comes along that promises to form a significant portion of the aviation world, we try to anticipate the impact of that activity and take measures to safely intergrate it into general aviation. We see the powered ultralight aircraft movement as such an activity.

Much of this activity is confined to airparks and other dedicated landing sites. But a significant number of ultralight owners and pilots wish to fly off airports jointly with conventionally certificated aircraft.

We at the Air Safety Foundation believe that ultralight and conventionally certificated pilots and aircraft can safely co-exist at most airports. This assumes, however, that:

- *Ultralight pilots understand the airport procedures followed by pilots of conventional aircraft.*
- *Ultralight pilots adhere to national standard guidelines for ultralight operations at airports.*
- *Pilots of conventional aircraft are made aware of these national guidelines and are confident ultralight pilots will follow them.*

To that end, the AOPA Air Safety Foundation some months ago called a conference of airport, state aeronautics, federal aviation and industry officials on the subject. As a result of that conference, we developed the following set of guidelines for integrating ultralight activity into conventional airports.

We will appreciate your comments concerning these procedures, or any other aspects of ultralight flying you may have, so they can be considered during future revisions to this document. And please call on our staff of ultralight experts with any of your ultralight questions.

Sincerely,

Archie Trammell

Archie Trammell
Executive Vice President

SAFETY NOTICE #3

GUIDELINES FOR ASSESSING THE IMPACT OF JOINT CONVENTIONAL/ULTRALIGHT AIRCRAFT OPERATIONS ON AN AIRPORT

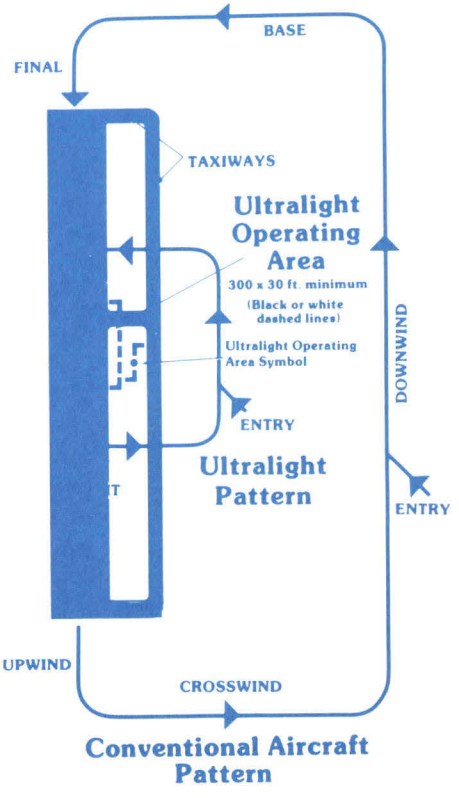
The prospect of ultralight operations from an established airport should be viewed by the airport operator as an opportunity rather than a problem. The operator of a publicly-owned airport must consider that ultralight owners are also local taxpayers and a broader base of airport-using taxpayers is an asset. Operators of private airports must also weigh the benefits of a broader base of users should the airport be threatened by non-users.

But not every established airport can accommodate a joint-use arrangement safely while at the same time maintaining a good relationship with airport neighbors. Therefore, the following should be considered.

- **Liability** - Normal insurance coverage may exclude ultralight operations since ultralight aircraft and pilots are not required to possess FAA certificates. Special provisions for these operations are available at little or no additional cost, however.
- **Traffic Density** - Ultralight operations conducted from a dedicated portion of the airport will not impact on airport capacity or safety. Ultralight operations from the normal runway can be safely conducted jointly with local conventionally certificated aircraft provided that all users adhere to guidelines and procedures established by the airport operator. Joint operations from a runway by either transient conventional or transient ultralight pilots should, if possible, be accomodated by creation of a prominently marked, dedicated ultralight operating area. In all circumstances, ultralight pilots will prefer a dedicated takeoff/landing area for convenience and safety.
- **Local Winds** - Safe ultralight operations require relatively calm, steady wind conditions. Terrain or buildings on or near the airport which tend to produce eddies must be considered carefully.
- **Population Areas** - Current production ultralight are quieter than many conventional aircraft. But ultralight operations tend to be conducted in early morning and late evening calm. Also, ultralights are flown at lower altitudes and lower speeds. The impact on nearby population areas must be assessed with those characteristics of the sport in mind.

The Air Safety Foundation staff is available to provide guidance to airport operators on questions of operations and safety. We have also developed posters to assist in making both ultralight and conventional aircraft pilots aware of the operating practices followed by the other.

Simultaneous Ultralight and Conventional Aircraft Operations from a Single Runway



airports with conventional aircraft

GUIDELINES FOR THE OPERATION OF ULTRALIGHT AIRCRAFT AT EXISTING AIRPORTS

The guidelines that follow should be used to form specific operating rules and traffic patterns at individual airports. The real key to implementing these procedures is wide dissemination to all interested parties. Every effort should be made to ensure that both ultralight and conventional aircraft pilots are aware of these special procedures.

I. AIRPORT SURFACE OPERATIONS

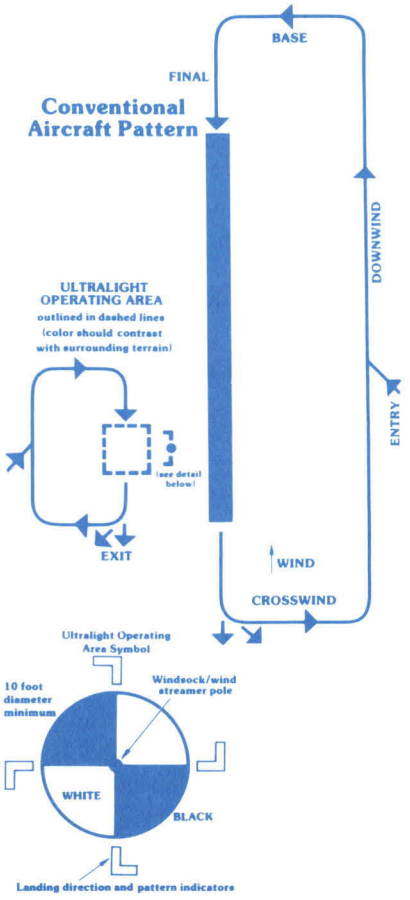
A. Dedicated Takeoff and Landing Area

1. If at all feasible, powered ultralights should operate from a dedicated area of the airport.
2. That area should be clearly marked for both ultralight and conventionally certificated pilots with the distinct symbol shown in figure 1. Note that the segments indicate the direction of the ultralight pattern. This Ultralight Operating Area symbol is an ideal place to put a windsock or windstreamer for the benefit of the ultralight pilot. Wind direction and velocity are of great safety importance. (This marker should be permanent for airports with a great amount of ultralight activity, but may also be made of moveable panels.)
3. The ultralight takeoff and landing area should be a square at least 300 feet on a side, or a circle with a radius of 150 feet, plus adequate clearways for initial climb and approaches.
4. The dedicated area should not encroach on an active runway closer than 300 feet from the centerline of that runway.

B. Simultaneous Operations From a Single Runway

1. When it is necessary for powered ultralights to operate from the runway in use by conventionally certificated aircraft, a segment of that runway should be designated for that purpose. The designated segment should result in the shortest possible runway occupancy by ultralight aircraft, consistent with their normal and safe taxi speeds (Figure 2).
2. When ultralight and certificated aircraft are jointly using a runway, a knowledgeable observer should be located at the ultralight entry point to that runway to assist ultralight pilots in timing operations safely with respect to highspeed traffic. If frequent operations by high performance aircraft (approach speeds of 80 knots or more) may be expected on a runway in joint use, and if the airport has Unicom, it is recommended that the observer be equipped with a receiver tuned to the Unicom frequency. This procedure may be waived for single ultralight operations, particularly for runways on which the traffic volume is very low.

Ultralight Operations where a Separate Operating Area is Available



C. Ground Support Activities

1. The airport operator should specify which areas of the airport may be used for the movement and parking of automobiles and other surface vehicles used in support of ultralight movements.
2. Airport management should make policy on the admission of children, pets and non-flying observers to the ultralight area and ensure that the policy is known and understood by every person admitted.
3. Hours of activity should be specified by airport management consistent with the airport's good neighbor policy.

II. FLIGHT OPERATIONS

A. Traffic Patterns

1. In joint operations, the powered ultralight traffic pattern should have the same general rectangular configuration described in the Airman's Information Manual.
2. The ultralight pattern should be smaller than that of conventional aircraft.
3. The ultralight pattern should be 500 feet below the standard pattern altitude for the airport unless otherwise dictated for safety or noise abatement purposes.
4. When jointly using a runway, both conventional aircraft and ultralight patterns should be on the same side of the runway with the ultralight pattern inside and below that of conventional aircraft.
5. When ultralights are operated from a discrete area of the airport, the ultralight pattern should be adjusted to avoid crossovers of the runway in use by conventional aircraft.
6. Care should be taken to en-

sure that patterns are oriented so that the ultralight aircraft will not cross an active ramp area or taxiway at low altitude.

7. The ultralight pattern and recommended routes to and from the airport should be designed so that in the event of a loss of power, the aircraft will be able to make a safe power-off landing without undue hazard to either the ultralight or public property. For example, high density housing areas, schools and large bodies of water should be avoided.

B. Pattern Exit and Entry

1. In general, ultralight aircraft should exit and enter the ultralight pattern in conformity to the guidlines in the Airman's Information Manual.

2. If terrain or populated areas dictate nonstandard traffic pattern exit-entry procedures, the airport management should specify what flight paths will be followed and ensure that ultralight pilots understand them.

3. Ultralight pilots desiring to enter or depart the pattern across a runway in use by conventional aircraft should cross the runway at ultralight pattern altitude after ensuring there will be no conflict with conventional aircraft. A specific crossing point may be designated if desired.

C. Airport management should specify all ultralight flight paths and altitudes in the vicinity of the airport to ensure minimum noise impact on airport neighbors.

III. OPERATING ANNOUNCEMENTS

A. An Ultralight Operating Area symbol should be displayed permanently at each airport where ultralights operate on a regular basis.

B. Ultralight operations should be included in Unicom airport information.

C. Each unusual concentration of ultralight activity such as a competitive event should be included in NOTAMS.

IV. SAFETY

A. Ultralight pilots should demonstrate to airport management a knowledge of appropriate airspace regulations and the airport operating guidelines in the Airman's Information Manual. (All persons, whether they are FAA certificated airmen or not, are responsible for compliance with Federal Air Regulations.)

B. Before operating from an airport, each ultralight pilot should be briefed on airport policy, traffic pattern procedures in various wind conditions, population areas to be avoided, local weather phenomena and area terrain features significant to ultralight safety.

C. Ultralight pilots should be familiar with local IFR procedures and the non-standard patterns flown by aircraft operating IFR.

D. Ultralight and conventional aircraft pilots alike should be aware of the effect of wake and helicopter rotor turbulence on ultralight aircraft and the separation criteria to be observed.

E. The first solo flight of an ultralight pilot should be conducted only under the supervision of an experienced ultralight instructor who has taken appropriate precautions to insure there will be no conflict with other traffic.

V. REFERENCES

Federal Air Regulations

Part 91 - General Operating and Flight Rules

Part 101 - Moored Balloons, Kites, Ultralight Vehicles, Unmanned Rockets and Unmanned Free Balloons

Part 103 - Ultralight-Vehicles

FAA Airman's Information Manual

FAA Advisory Circular 90-66 - Recommended Standard Traffic Patterns for Airplane Operations at Uncontrolled Airports.

Balloon seminar set Mar. 12-13

A Balloon safety seminar will be held March 12-13 at Shipyard Plantation on Hilton Head Island.

Sessions on balloon maintenance, in-flight emergency procedures, first aid, weather, landowner relations and commercial pilot responsibilities will be given by experts in the field.

Registration is $25 per person. Special packages which include registration, two nights lodging, two brunches and two dinners are available for $75 each.

For more information or registration forms call Tom Hamilton at (912) 233-4561 or write HAH Balloon Safety Seminar, 24 E. Liberty St. #11, Savannah, GA. 31401. ✈

A.M. Weather

A.M. Weather, a detailed weather forecast program aimed at pilots and other professionals needing complete weather information is now seen in 251 cities across the nation.

In South Carolina, the program may be seen on the following stations at 7:15 a.m.

WEBA/14	Allendale
WJWJ/16	Beaufort
WITV/7	Charleston
WRLK/35	Columbia
WJPM/33	Florence
WNTV/29	Greenville
WNSC/30	Rock Hill
WRET/49	Spartanburg
WRJA/27	Sumter

Of special interest to pilots are the winds aloft and turbulence reports, IFR/VFR flying weather and severe weather advisories and warnings. ✈

Correction

The telephone number given in last month's *Palmetto Aviation* for reporting suspicious activity to SLED was incorrect. If you think an aircraft may be involved in drug smuggling, the correct number to call is 758-6000.

AOPA 'Basic Airplane' petition draws mixed response from aviation community

An Aircraft Owners and Pilots Association (AOPA) petition for a new, less regulated "basic airplane" has prompted action from the FAA and everything from enthusiasm to skepticism from others in the general aviation industry.

AOPA, pointing to complex FAA airworthiness standards as a basic contributor to high aircraft costs, asked for the new category so manufactures could produce a safe, utilitarian airplane at a significantly lower cost.

"A major deterent to the introduction of the new airplanes is the tremendous costs associated with FAA type certification," the petition says. "There is a need to stimulate the introduction of new airplanes."

200 hp Limited

The AOPA-proposed "basic airplane" would have a single engine of not more than 200 horsepower, have no more than four seats, and could not be used to carry passengers for hire. The aircraft would meet safety standards for aircraft used for personal transportation.

The FAA already has considered the petition, agrees with its general idea, and has issued an "advanced notice of proposed rulemaking" to gain input on the subject from the aviation community.

"We're going to take action," says James Zahringer, FAA Certification Standards Section supervisor. "There are a lot of questions hanging that we'd like the public to respond on. We want to determine what the federal governments's role is in assuring safety. . ."

Less regulation

Zahringer says the Reagan Adminstration's push toward government deregulation is nudging the FAA toward less regulatory involvement. "We don't think we should be so involved in certain aspects of aviation."

Another organization welcoming the proposed new category is the National Air Transportation Association (NATA), whose constituents would sell, service and profit from a more affordable aircraft. NATA President Lawrence Burian says his organization will not issue an offical position on the proposal until March, but he adds that he is encouraged by the proposal.

"We're for just about anything - except compromising safety - that will reduce costs and promote the entry of more people into aviation," he says. "Who can afford to take flight lessons in a $32,000 trainer at over $60 per hour?"

Cost uncertain

Burian says he isn't sure how new certification rules would affect an airplane's cost, but adds that new concepts are needed to keep the aviation industry alive. There is too much force resisting change, he says.

"What's wrong with change?" he asks. "Things like this petition stimulate dialogue, and without dialogue we can't have change."

Some aircraft and parts manufacturers say a lot more than regulations will have to change before airplane prices come down; notably the cost of labor and components. General Aviation Manufacturers Association (GAMA) President Ed Stimpson says his organization supports the reduction of "undue red tape," but adds that a new, less restricted airplane classification probably wouldn't result in lower prices. He says GAMA tried earlier to develop a new regulation for a "basic" commuter aircraft, but that the cost savings were not significant.

Present Standards

"We'd rather devote our energies to improving present standards, rather than creating new standards," he says. "We want to be cooperative, but we're not in a position to work on it now."

Harry McCreary, president of the Aircraft Distributors and Manufacturers Association (ADMA) and chairman of the PA-based McCreary Tire & Rubber Company, agrees with Stimpson that simpler certification will not lower an airplane's price.

"If the AOPA feels that they can made a cheaper airplane, they ought to go into business and make one," he suggests. "When they add everything up, they'll find out it can't be done."

Wage costs high

McCreary says that the "damn high" average manufacturing employee wage is what makes the cost of even basic airplanes expensive. He says that after you take the lights, radios and instruments out of a basic training aircraft, you might have a $20,000 basic airplane that couldn't fly at night or in bad weather.

"Who's going to buy it?" he asks. "People will pay the $5,000 for the extras." McCreary says that anyone wanting to fly for less should look at ultralights, or else they might be disappointed.

"If somebody could build a cheaper airplane, do you think they'd be sitting on their hands? There's nothing they'd like better - they'd run their competitors out of business."

No position

A Piper spokesman said his company had not yet taken a position on the petition. Cessna officials were unavailable for comment.

AOPA spokesman Al Eastman is hopeful, though, that a simpler, smaller, lighter airplane with simpler certification requirements would cost less.

"We think there's a market for it," he says, "somewhere between the ultralight and the Cessna 172." ✈

This article and the following article reprinted from *Airport Services Management* magazine

SOUTH CAROLINA
AERONAUTICS COMMISSION
P.O. Drawer 1987
Columbia, South Carolina 29202

Oil companies oppose airport sale of auto gas

It's true that the FAA in August approved the use of automobile gasoline in some Cessna 150s; but unless pilots taxi to their local filling stations, that fuel might not be easy to obtain for a while.

Several major oil companies have prohibited the sale of their auto gas at airports, citing concerns about safety and liability. The issue surfaced when a Lampasas, TX fixed-based operator prepared to offer Exxon auto gas from a pump next to his 80 and 100 octane aviation fuels. Exxon officials quickly told Bob Brame, owner of Brame Aero Service, that if he tried to sell the gas, they would halt delivery of all Exxon products and remove their sign.

E.H. Nettles, coordinator and advisor for aviation fuels at Exxon, says his company feared for pilots' safety and their liability stemming from possible accidents involving aircraft that might be incorrectly fueled.

"There just has not been wide enough approval granted," he says. "We don't want it to be represented as an Exxon product approved for that application."

Nettles continues that his company might reconsider the position after further tests have been run, or after they have received approval on the use from Teledyne-Continental, which manufactures the 0200A engine approved to burn auto gas.

E.E. Clark, director of aircraft services at Continental, says his company would not consider approving the use of auto gas until tests had determined such use as safe. He adds that his company has not yet scheduled any such tests.

"We're only approving aviation fuels for our engines," says Clark, recalling several "horror stories" he has heard about pilots fueling their aircraft from five-gallon drums, or accidents caused by the use of auto gas in unapproved aircraft. "Approval on this auto gas has opened a Pandora's Box."

Two other major aviation fuel suppliers, Shell and Chevron, have adopted Exxon's position, while Texaco and Mobil have not yet issued formal opinions. Phillips, one of the largest aviation fuel suppliers, has no objections to flight-line use as long as it is not identified with its brand-name aviation fuels. Phillips spokeman Jack Hammond says his company did not plan to market its auto gas as an aviation fuel, but would not take Exxon's position because it feared legal liability under antitrust laws.

Nettles says Exxon's position is completely legal, since his company isn't preventing anyone from selling "like for like" products. "He can sell someone else's fuel," Nettles says, "but our contract with him calls for aviation fuel, specifically."

Brame's fear of losing that contract has kept him from going ahead with his plans to offer auto gas. He had hoped to lure more C-150 trainer traffic to his business. Now he says he feels he's being treated unfairly, but can't do much about it.

"I don't dare put motor fuel here," he says. "If I try, they'll lower the boom." Brame says he would be forced out of business if he pushed the matter, since Exxon and Mobil are the only suppliers in the area of the 80 octane avgas required by most of his customers. ✈

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.